GRUMMAN
plane news
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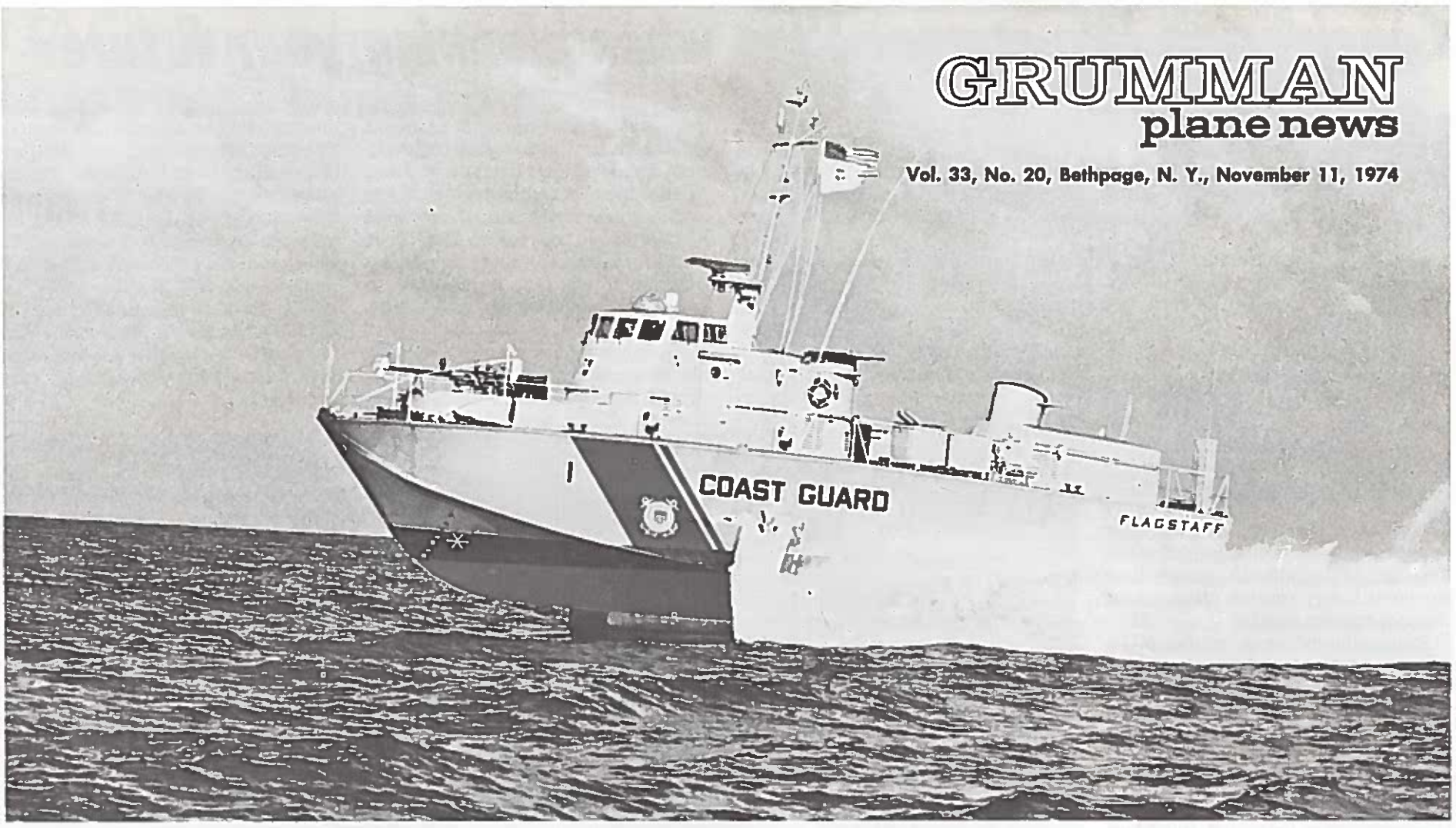

Begin hydrofoil evaluation

Coast Guard team testing Flagstaff

SAN DIEGO, CALIF.—A U.S. Coast Guard evaluation team began "shakedown" operations on the Grumman hydrofoil boat Flagstaff in Pacific waters near here last week as part of the Coast Guard's continuing search for advanced high-speed vessels.

Over the past five years, the U.S. Coast Guard has been investigating many types of high-speed watercraft for operational missions. Among them is the Grumman designed and built PGH-1 Flagstaff which had been in service with the Navy in San Diego.

Recent international developments have made the search for speedier vehicles all the more critical. When the United States proposed at the recent Law of the Sea conference in Caracas, Venezuela, that coastal nations extend their economic zone from the present 12-mile limit to 200 miles offshore, the proposal initiated some very weighty legal, commercial, and treaty-enforcement considerations. Legislators from New York, Connecticut, and other New England states met on Long Island to discuss the effect of the proposed 200 mile economic zone on fisheries. Naturally enough, commercial fisherman applauded the move as one that would protect rich offshore fishing grounds from enroachment by foreign fleets.

But the U.S. Coast Guard was presented with the stickiest problem: how to patrol the areas involved in the fisheries treaties—a vast stretch of ocean some 16 times larger than that under present Coast Guard jurisdiction—from incursions by alien fishing vessels?

And that concern, critical as it may be, is only what might be termed as the tip of the operational iceberg for the Coast Guard. Add to that task such responsibilities as search and rescue, aids to navigation, port security surveillance, ice patrol, marine environmental protection (oil slicks, etc.), and oceanographic data gathering. While aircraft perform a vital role in many of these areas, they do have certain operational limitations; enforcement missions, for example. Viewed from that perspective, the Coast Guard's search for advanced high-speed vessels takes on a note of urgency.

Two years ago, the Coast Guard established a research and development center at Groton, Connecticut. The Center is responsible for evaluating tests made on such high-speed watercraft as hydrofoils, air-cushion and surface-effects vehicles in addition to other C. G. R&D projects. Consequently, the Coast Guard determined that the Grumman Flagstaff might prove a valuable testbed to investigate the use of hydrofoil boats for a variety of missions, especially the patrolling of offshore fishing grounds.

About the middle of August a 12-man, hand-picked, all-volunteer Coast Guard crew arrived at Bethpage for a two-week indoctrination course on Flagstaff in preparation for 2½ months of sea trials off the West Coast in cooperation with the U.S. Navy. The unit, headed by Lt. Doug Gehring, included boatswain mate, electrical, mechanical, and electronic ratings. Lt. Cdr. Peter Ehrman of the R&D Center at Groton is task/manager for the Coast Guard.

Instructors for Grumman were project manager Larry Bauer, former chief engineer on the Flagstaff who taught operations, power plant, machinery, and fluid systems; Rod Rose (auto pilot); Jack Murphy (communications, navigation, and electrical); Ed Hermans (hull and structures); and Dan Postupack (struts and foils).

"We were very much impressed by the professionalism of the Grumman marine group," said Lieutenant Gehring. "It was especially good training for us because the instructors all had first-hand engineering and operational knowledge of the Flagstaff."

Starting November 1, the Coast Guard team began operating Flagstaff off the West Coast, initially with a Navy crew aboard to help with "on-the-job" indoctrination; for the remainder of the 2½ months, Flagstaff will operate in support of the Commander Eleventh Coast Guard District at Long Beach. Although some simulated drills are planned, he explained, the boat will respond to normal emergencies as well.

Although Bauer admits that Flagstaff is not specifically suited for a Coast Guard role in its present configuration—the boat was designed, built, and outfitted for Navy missions, he believes that several of its features make the boat an excellent test-bed for the Coast Guard's evaluation of hydrofoil craft. Among them are:

• High speed — when foilborne Flagstaff can operate at speeds nearly

(Continued on page 3)

We're back!

Hey, we're back! In 1969, when Grumman Aircraft Engineering Corporation became Grumman Corporation, *GRUMMAN PLANE NEWS* became the official publication for the parent company and a growing family of Grumman firms. Starting with this issue, however, *PLANE NEWS* will concentrate only on Grumman Aerospace Corporation. We hope to report on various corporate plans, programs, and activities we believe are of special interest; bring news of our customers; highlight Grumman Aerospace people, their views, activities, and accomplishments; and, whenever possible, touch on any local, national, or world issues that may affect the company.

In the future we also expect to in-

(Continued on page 2)

Considering Investment Plan when planning your future?

"A plan that adds one dollar to every two you invest should be the hottest thing going—yet many Grummanites are not taking full advantage of the Investment Plan," says Grumman Corporation Secretary Bob Bradshaw.

Bradshaw is talking about the Grumman Employee Investment Plan and what he feels is the plan's largely untapped potential as a long term investment vehicle, particularly as a supplement to retirement income.

"Even though after-tax dollars are hard to come by these days," says Bradshaw, "many people at Grumman have asked how they can make their own contribution to the Pension Plan. They have an outstanding opportunity already in the investment plan, that provides a better dollar-for-dollar return for an individual's money than any contributory pension plan without that one-for-two match."

Even with the stock market in its present depressed state, a person can still make substantial gains in the plan, says Bradshaw, since for every two dollars he or she puts in (up to four percent of base salary) the employee gets one dollar in Grumman stock.

Although the company contributed Grumman stock portion is subject to stock market ups and downs—his or her own investment contribution can be placed in relatively secure fixed-income securities; that is, bonds or debentures.

"It's important, however, to remember," adds Bradshaw, "that the Investment Plan is designed as a long-term investment program, as a repository for funds that are not needed for current expenses. It's no place for money that may be required in the near future."

To reduce risk in the equity, or common stock, segment of the plan, The Fiduciary Trust Company of New York, new Investment Plan trustee, has invested a substantial chunk of equity funds in "C.D.'s," Certificates of Deposit, offered by most banks.

While the equity segment of the fund was envisioned as a strictly common stock investment fund, the trustees felt that in view of current market conditions a more conservative approach was necessary, reports Bradshaw.

"The money is parked in C.D.'s at relatively attractive interest rates," he says. "As market conditions warrant, the money will be reinvested in selected equities."

With the recent choice of a new trustee for the fund, participants in the plan can also keep closer tabs on what their money is doing with a new quarterly reporting of the exact dollars and cents amounts in the participants' accounts. The quarterly report by the trustee includes a commentary on market conditions and economic outlook and a status report in Investment Fund holdings overall.

All Grumman employees are eligible to participate in the plan if they have been at Grumman for at least three months. The one-for-two company contribution to the plan begins after an individual completes one year's service.

An employee has "vesting" rights in the company contribution to the plan two to three years after the company contribution occurs (depending what time of year the contribution occurs). "Vesting" means that the company contribution is unforfeitably the employee's own. Should a person withdraw during that time, he or she forfeits the corporate contributions, except in cases of retirement, reduction in force, or death.

For further information on the Grumman Employee Investment Plan, or to sign up, contact the Investment Plan Office, Plant 28, Bethpage (Ext. 7250).

plane GRUMMAN news

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Needed: homes

During 1974 over 200 people have begun their careers at Grumman Aerospace following their graduation from college or graduate school. Most were recruited by Grumman representatives on some 35 colleges campuses around the country. The new grads are approximately, one-half engineering majors and one-half business administration majors, but it is primarily the engineering students who originate from outside the Long Island-metropolitan area.

In a relatively short time the new Grumman employee must fit into a new job, establish credit, make new friends and, most challenging, find housing on the tight Long Island real estate market.

The Employment Office at Grumman Aerospace is working on easing the burden on grads new to the Long Island area by establishing a central listing service at Plant 28 of persons who would like to rent to new Grumman employees. If you are interested, please send particulars to the Employment Office, Grumman Aerospace Corp., Bethpage, New York, 11714, or call Kathy Willsey, Ext. 3556.

Century mark. **When Grumman 'sold' F-14 No. 100 last week to the Navy, it brought congratulations to Grumman Aerospace Board Chairman Joe Gavin from Capt. Richard Wilson, Naval Plant Representative at Bethpage, and to mark the event, day and second-shift personnel from Plant 7 posed for a family portrait. The Navy is now operating two squadrons, VF-1 and VF-2, aboard the carrier Enterprise and is forming VF-14 and VF-32 at the Naval Air Station, Oceana, Va., for deployment next summer aboard the USS John F. Kennedy.**

We're back!

(Continued from page 1)

troduce a new column, PRESIDENT'S REPORT, and to re-introduce as part of our regular publication such features as letters to the editor, inquiring photographer, and want ads. We invite your suggestions as well.

In this issue, you will find a preview copy of GRUMMAN MAGAZINE, a new bi-monthly publication which succeeds *PLANE NEWS* as the official publication for Grumman Corporation.

The first regular issue of GRUMMAN MAGAZINE will be distributed about thee first of the year. We hope you enjoy it.

25 yr. lunch

All Grummanites celebrating 25 years' service in 1974 should circle Tuesday, December 17, on their calendars. That's the date of the 25-year luncheon to be held at the Huntington Town House. Shortly you will be receiving the official invitation in the mail. Mark that date down, quarter-of-a-centuryers!

GAC's know-how will help Europeans build space lab

When the first Space Lab goes into orbit as part of the U.S. Space Shuttle program some time at the beginning of the next decade, it will mark the most impressive example yet of European-American cooperation in space. The Space Lab, or Sortie Lab as it is more commonly called in the United States, will represent the combined efforts of some 10 European countries: Belgium, Denmark, France, Germany, Italy, The Netherlands, Spain, Sweden, Switzerland, and the United Kingdom.

Among a number of American firms servings as consultants in the European effort will be Grumamn Aerospace. Grumman has received a multi-million dollar contract with the German firm of Dornier System GMBH to provide expertise on life-support systems and on methods of instrument pointing (a name of keeping instruments fixed on a certain point in space).

"Grumman's experience with the LM program and the original Shuttle proposal made us a natural to serve as consultant for the European Space Lab,' says Program Manager Frank Elliot.

From its genesis in March of last year, the Grumman project has grown until now there are four Grumman families stationed in Immenstaad, in south Germany, with plans under negotiation for the opening next month of a new office in Bethpage staffed by representatives from Dornier.

The contract with Dornier calls for Grumman to provide:

• A study of different methods of instrument pointing. In order to make necessary astronomical observations with telescope or other instruments, the Space Lab will need a stabilized mounting that can automatically correct for the Space Shuttle's roll to within one second of arc—which is equivalent to sighting a twenty-five cent piece at a distance of three miles.

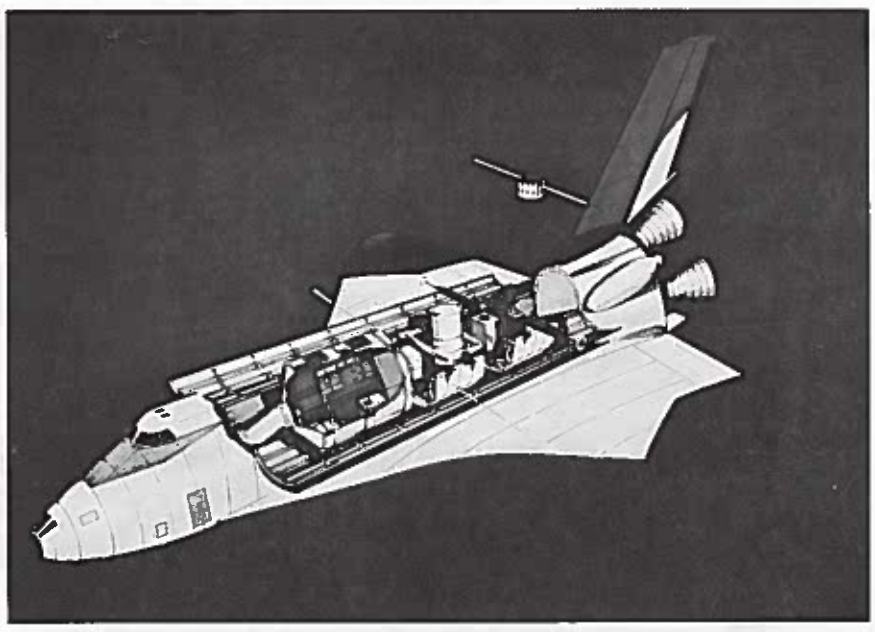
• Consultation on engineering, quality assurance, reliability, configuration management, manufacturing, assembly and test for the Space Lab's life support system.

The multi-national effort on the Space Lab calls for each government to contribute a set percentage of the project's total cost of close to a half-billion dollars, depending on the percentage of participation by each country's industry.

Five labs planned

Present plans call for production of up to five Space Labs. The first one will be given to the U.S. Government space program at zero cost after which the U.S. will have the option of purchasing four subsequent labs. The terms of the agreement with the U.S. and the considerable resources the Europeans are allocating are a clear demonstration of their determination to get into space," says Elliot. "The Space Lab project represents the biggest European effort to date in this field."

First flight of the Space Shuttle is scheduled for 1979 with the first payloads to be carried in 1980. Space Lab flights aboard the Shuttle will total 35 for 1980 and 1981, according to preliminary projections. "The European Space Lab," says Elliot, " is shaping up as an important contribution to the space exploration of the 1980's."



The Space Lab is one of a number of payloads projected for the U.S. Shuttle program for which Grumman Aerospace is constructing the Shuttle wing, as a major subcontractor to Rockwell International. Up to four scientists will be able to work in the Space Shuttle's Lab portion—the tank-shaped structure amidships.

These scientists will have no responsibilities for the operation of the spacecraft. Also they will not need to be in superb physical shape. The crew will be subjected to a maximum of only three "G's" at launch and re-entry into the earth's atmosphere, and will live and work in a standard sea-level atmosphere.

The Space Shuttle will be operated entirely by the four-member astronaut crew from the forward compartment of the Shuttle vehicle, which will also serve as living quarters for both scientists and astronauts.

The scientists will commute aft to the Space Lab facilities, which include a telescope and other astronomical instruments, by means of a narrow tube-like passage.

Coast Guard tests hydrofoil

(Continued from page 1)

twice that of present Coast Guard cutters.

• Sea-keeping ability—it is able to navigate rough seas smoothly when foil borne, and, with its struts down, Flagstaff's loiter capability allows it to stay on station for long periods and still provide an extremely stable platform for crew comfort

• Low manning requirements—the boat requires a minimum crew of 9 men as opposed to 95-foot cutters which normally carry a crew of 14.

Gehring, a Vietnam veteran who has commanded 82- and 95-foot cutters (the Coast Guard also employs 210- and 378-foot cutters for ocean patrol), said that the crew would be evaluating Flagstaff in such areas as maintainability, reliability, and crew training requirements as they relate to mission effectiveness.

Comparison tests planned

As part of the evaluation, the crew plans to compare the 73-foot long, 72-ton Flagstaff under operational conditions with present Coast Guard cutters, and of course, much of the data and crew observations will be returned to Groton for analysis by the Coast Guard's Research and Development Center. Early next year, the hand-picked crew will journey to Puget Sound to go aboard Boeing's Hight Point, a 130-ton, 115-foot long hydrofoil craft, for similar test operations.

The U.S. Coast Guard, which functions as part of the Department of Transportation, is comprised of approximately 36,000 men and women . . . as it has been for some years now. But its missions are becoming more diverse and demanding. Five years ago the Coast Guard began examining high-speed watercraft in an effort to prepare for enlarged and more exacting operations in the future. With the U.S. proposal to extend its off-shore economic zone to 200 miles, it appears that the future is at hand. The Coast Guard, and Grumman, hope that hydrofoils can make that transition a lot easier.

Air Force views F-14, B-1 work

Air Force on tour. Touring Plant 3 with General Martin (C) are (L to R): Sam Dastin, deputy manager of Advanced Composites and Ed Dalva, Vice President - Bethpage Operations.

On September 4th, Maj. Gen. Abner Martin, B-1 program director for the Air Force, visited Bethpage for a tour of Grumman facilities and a background briefing on aspects of the history of the F-14 research and development program. In his morning briefing, General Martin learned of some of the technological challenges Grumman engineers faced in development of the F-14, including those involving the swing-wing. Grumman's solution to these problems could aid the Air Force in its development of the B-1 bomber, which will also be a swing wing aircraft.

Later that day, General Martin was briefed on the B-1 horizontal stalilizer, which Grumman is building for the Air Force under a $12.5-million research and development contract. During a tour of Plant 3, General Martin was able to view development of the stabilizer which will be built of advanced composite materials. He also inspected the F-14 stabilizer, also built of advanced composites, but already in production.

Picnics in triplicate

Three Grumman family picnics were held recently on the East coast, the West Coast, and in Texas.

On October 12, at Stuart, Florida, Plant 77 held its 10th annual Family Picnic and for the 10th year in a row, a great time was had by all.

Included among the more than 2,000 people joined together for fun in the sun were Grumman Aerospace President George Skurla, Vice President Jim Zusi, director of Stuart Operations, and Stuart general manager Art Melrose. Other distinquished guests were retired Senior Vice President George Titterton and over 290 Grumman retirees.

There was plenty to eat: chicken, baked beans, cole slaw, hot dogs, hamburgers, ice cream, soda and beer. And for the energetic members of the Grumman family, there were softball games, sack races, and plenty of live music.

It was the ninth such picnic of its kind—in grand Texas style. Over 600 Grummanites and their families at Houston attended the annual outing which included horseback r i d i n g, hayrides, trampolines, softball games, and plenty of barbeque delights for everyone.

In sunny California, the lush green Steckel Park provided the site for the fifth annual Grumman - Pt. Mugu, Family Picnic on September 21. Joe Smith, director of Operations at Mugu, opened the day's events with a warm welcome to over 800 Grummanites and their families.

The main attraction was the water balloon throwing booth (compliments of Quality Control); without a doubt it was a smash hit. (How could kids miss with "real live" adults as targets.)

If the kids weren't hitching a ride on the Production Department train, they cooled off by wading in a nearby stream. Picnics in October—what lucky people!

Give blood—the gift of life

On Friday, November 29, the Inter-County Blood Services staff will be at the Grumman Bethpage facility to accept blood donations by Grummanites. The community especially needs blood during the holidays because of highway accidents, and all Grummanites are eligible to give a helping hand to the Long Island community.

Blood has more than 100 components. It is processed daily at the Blood Centers for the treatment of anemia, burns and shock, hemophilia, leukemia and other ailments. Since whole blood has a "shelf life" of only 21 days, the Inter-County Blood Services (with its home base in Rockville Center) must keep its supply constant. Large peaks and valleys of supply throughout the year—an abundance during the spring and autumn months and a drought in mid-summer and around the holidays—can lead to disaster.

Harry Volz, deputy director of Security and Personnel Services, points out that all Grummanites and their families are guaranteed as much blood as they need through the company medical insurance program. There are many in the Long Island community who are not covered and this is the opportunity, according to Inter-County Blood Services, to be able to "handout a million bucks with plenty left in the kitty — only more so."

Who can donate blood? Anyone in good health between the ages of 18 and 65. Donors should weigh 110 pounds or more. Pregnant women may not donate blood. A medical history of hepatitis or jaundice now bars donors because of new regulations. Anyone closely exposed to a victim of hepatitis must wait six months after the exposure before donating.

All donors are screened and examined according to standards established by federal, state, or local health departments, a careful medical history is taken, and temperature, pulse, blood pressure, and hemoglobin are checked before donation. Donating blood is easy: actual time is less than one-half hour. Approximately one pint of blood is taken from each donor by a trained technician or registered nurse. The donor's body replenishes the fluid lost through blood donation in 24 hours. It takes up to eight weeks for the red blood cells to be replaced.

You do not have to refrain from eating before giving blood. You can have a light meal, taking care to avoid fatty or greasy foods.

Another point worth noting is that while a total of approximately 600,000 units of blood are needed by hospitals in the New York area every year, only 360,000 units are provided by volunteer donors. Hospitals must therefore purchase blood from commercial blood banks to fill the gap. Unfortunately, says the Blood Service, due to the nature of the paid donor population, this commercial blood carries a high risk of hepatitis transmission.

How can you donate blood? Sign-ups for Grumman personnel at the Bethpage facility are now being held in all the Employee Services Offices. For continuing coverage on the Inter-County Blood Services' visit to Bethpage, watch the NEWSBOARD.

Out to sea. Grumman crew members who are providing technical support for five different Grumman aircraft models aboard the U. S. S. Enterprise in the Pacific happily pose in front of the one of the 24 F-14 Tomcats on board. It is the first operational deployment for the two squadrons of F-14: VF-1, and VF-2. Grumman team members are: (L to R standing) Lou Woodcheke, Rick Sperling, Larry O'Brien, Dan Pellog, Gale Quebedeaux, Lou Merrero, Ernie Barlow, Bob Decker; (kneeling) John Holthausen, Ron Davies, team leader Ed Stepnoski, Joe McArdle, John Griffing, Chuck Walters, Charlie Askins, and Walter Jakiela.

All in the family . . .

When Lt. Bill Matthews first climbed into the back seat of a Grumman F-14, he must have felt close to home. And with good reason. His dad John Matthews has worked for Grumman for more than 30 years and has been associated with some of the company's most prestigious aircraft programs. When you grow up in a home listening to your father tell stories of planes and the men and women who build and fly them, it rubs off. It wasn't too surprising when Bill Matthews chose a career in the Navy, graduated from the Naval Academy in 1968, and went on to become a Naval Flight Officer. He is now attached to VX-4 on the West Coast. When he got the opportunity this past summer to fly in the F-14 Tomcat, the hottest fighter in the Navy (and, some say, the world), it was like tasting a little bit of Long Island . . . from a couple of thousand miles away. And so he wouldn't forget the occasion, Grumman Field Service rep Dick Berg presented a model of the Tomcat to young Matthews. We hope he someday gets the opportunity to fly in the F-14 on a regular basis.

Tail hook for the best . . .

Some Grummanites with long memories will recall Kaye Kaiser and his "College of Musical Knowledge" that was popular back in the early forties . . . but it's the seventies now and there's a different type of college —Intruder College—conducted by the men of VA-42 at the Naval Air Station at Oceana, Virginia. The subjects they teach revolve around the A-6 all-weather attack plane. As part of its curriculum and honors program, Attack Squadron 42, the East Coast A-6 training group led by Cdr. Tom Shanahan, established a "Tail Hook" award for those pilots who sustained the best performance in the initial carrier qualification phase in the Intruder. The award, donated by Grumman and initiated to promote incentive for superior performance in the carrier qualification trials, was presented recently to its first recipients, Ensign Rob Eissler (L) and Lt. Gar Bacon (R), shown at presentation with Commander Shanahan. Both pilots qualified on the carrier Lexington while it was cruising off the coast of Florida.

Offering diabetes checkup

As part of a nationwide drive to find people who are diabetics but unaware of it, the Suffolk Chapter of the New York Diabetes Association will offer free one-minute diabetes testing during Diabetes Detection Week, November 17 - 23.

Diabetes Mellitus is the fifth leading cause of death and second leading cause of new cases of blindness in the country. It is estimated that there are 1,600,000 undetected diabetic men, women, and children in the United States today. Diabetes victims experience loss of weight, extreme thirst, hunger, and frequent urination. Undetected it can kill; detected and with the proper diet and medication, diabetes can be controlled.

Each individual will be asked to fill out a brief questionnaire before the simple blood test is taken. The results will then be mailed to each person.

The one-minute screenings will be administered at the following locations:

South Shore Mall (Mobile Unit), Nov. 18 - 23, 10 a.m. - 5 p.m.

A & S, Smith Haven Mall, Nov. 21 - 23, 10 a.m. - 9 p.m.

Huntington Hospital, Huntington, Nov. 19 - 22, 9 a.m. - 11 a.m. (351-2000, ask for lab)

Lakeside Hospital, Copiague, Nov. 22, 10 a.m. - 3 p.m. (842-1000)

Smithtown Hospital, Nov. 20 - 21, 10 a.m. - 2 p.m. (979-4050)

Southampton Hospital, Nov. 11 - 15, 9 a.m. - noon (238-2600)

Mather Hospital, Port Jefferson, Nov. 19 only, 9 a.m. - noon (HR 3-1320)

Brookhaven Memorial Hospital, Patchogue, Nov. 15 only, 8 a.m. - 11 a.m. (GR 5-5000, appt. only by calling Mr. Messola, Ext. 452)

Good Samaritan Hospital, W. Islip, Nov. 18 - 22, 9 a.m. - noon (321-2038)

Eastern L. I. Hospital, Greenport, Nov. 19 - 20, 10 a.m. - 3 p.m. (477-1000)

It is recommended that no food be eaten including gum, candy, soda, coffee or tea, two hours or longer before testing.

For further information, call the Suffolk Chapter of NYDA, 979-7100, or write to NYDA at 222 Middle Country Rd., Smithtown, N. Y. 11787.

Calendar of events

Notice of events for period Nov. 25 to Dec. 18 should reach Plane News by *Nov. 15*.

Amateur Radio Club: Wed., Nov. 20, 5 p.m., Radio Shack, top of Pl. 5; business meeting, guests welcome. Emmett Goodman, Ext. 87125.

American Production and Inventory Control Society: Tues., Nov. 19, 6 p.m., Maine Maid Inn, Jericho; "Financial Impact of Production and Inventory Planning", guest speaker: T. Welch of Peat, Marwick, and Mitchell; guests welcome. Norm Heilweil, Ext. 1366.

American Society for Metals: Wed., Nov. 20, 5:30 p.m., free cocktail hour; Kings Grant, Plainview; "World Mineral Resources - U.S. Position", guest speaker: J. Wood, Associate Editor of American Metal Market-Metal Working News; guests welcome. Lewis Golden, Ext. 3073.

Chess Club: Tues., 5:30 p.m., Pl. 30 cafeteria, guests welcome. Alex Ikonnikow, Ext. 7331.

Coin Club (Bethpage): Every Wed., 12:05 p.m., Pl. 25, vendor conference rooms, informal lunchtime meeting. Ken Hale, Ext. 1936.

Grumman Family Campers: Sun., Dec. 1, 5 p.m., Pl. 3 cafeteria, regular monthly meeting. H. Heinlein, Ext. 7903.

Flying Club: Fri., Nov. 22, 5 p.m., Pl. 28, FAA film and Election of Officers, guests welcome. Ext. 86827.

Instrument Society of America: Wed., Nov. 20, 7:30 p.m.; Suffolk Cablevision Studio, C. Islip, NY; tour of the cablevision studio; guests welcome. guest speaker: A. Kraus, director of programming. K. Budd/R. Romaneck, Ext. 87573.

Retiree Club: Wed., Nov. 27, 1:30 p.m., Holiday Manor, regular monthly meeting.

Stamp Club: First and third Wed. of month, 5 p.m. Pl. 30 Cafeteriia, circuit books, swap, auction, discussion, open to Grumman employees, retirees. Hal Potkewitz, Ext. 1251.

OBITUARIES

FREDERICK ZUMPOL of Details and Subs., Plant 2, died November 2 at the age of 51. He had been with Grumman since 1951 and lived at 305 Kurzon Road, West Islip.

CREDIT UNION NOTICE

Hurdman and Cranstoun, Certified Public Accountants, acting in behalf of the Supervisory Committee of the Bethpage Federal Credit Union, has recently forwarded confirmation requests as to share and loan balances to the following members:

Permanent Numbers 072280 and higher.

(Your Credit Union number is comprised of your six digit Permanent Number preceded by a control number).

This is a routine audit operation prescribed by Federal Regulations for the protection of the members. If your Permanent Number is within the group listed above and you DID NOT receive a confirmation request, please tear out this notice, write your name, permanent number and telephone extension in the blank space below, and forward through the inter-office mail to Hurdman and Cranstoun, Plant 30.

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Big 'first'. Great River's first Family Day, October 27, was an unqualified success with over 2,000 Grumman families attending. The day featured a 15-minute filmed status report on the F-14, a look at some of the complex electronic equipment and operational flight trainers produced at Plants 43 and 44, and plenty of clowns and lighthearted fun. (Photos: Jim Wagner)

Haynes robbed in tenth; fires near-perfect 287

After rolling a "below average" 149, Jody Haynes couldn't help but think "there goes another night in the gutter." But it just wasn't so.

As he progressed from frame to frame in his second game, his fellow keglers in the Brown league, then all in the County Line bowling alley became quieter and quieter . . . so quiet that you could hear a pin drop. And drop they did!

Jody Haynes punished the pins by throwing 10 consecutive strikes . . . and just missed a "perfect 300" when

Jody Haynes

he missed on his eleventh ball and left 2 pins standing. On his twelfth attempt the lone 4-pin remained. But still it gave Jody a life-time high of 287.

A kegler "for too many years," Jody attributes much of his near-perfect venture on the alleys to the encouragement and advice he received from fellow keglers.

"I didn't really think of bowling a 300 until probably the fifth frame. Then a malfunction on my alley gave me time to think. The pressure did mount but it's an event I wouldn't mind repeating."

Jody finished the night with a 200 thus breaking the Brown league record in high game and high series, 149-287-200-636.

It's difficult to say who is pacing the Red league. Over the past two sessions at Woodbury alleys, 10 keglers have broken the "200" barrier: Ed Schefeld, 231; Ray Munz, 213; Joe Glasser, 225; John Kielbasa, 203; Bob Nielsen, 215; Pete Hellsten, 227; Mike Leogrande, 215; Tom Hansen, 200; Herman Fischer, 219; and Walter Alles, 224.

Highlights in the Trader loop are: Sal Sclafani, 223-575; Sal Volpe, 203-563; Stan Simon, 212-557. And on the Classified alleys: N. McDowell, 213-573; C. Kamp, 215-565; C. Catalano, 203-558; B. Hoehn, 223-600; and W. Kranz, 204-586.

Things are on the upswing for Joe Hoffman of the Rocket league if his 222-514 game is any indication of what's to come. Joe's average is 158 and that's a new high for him . . . was a big low for his opposition. Keep on rolling, Joe. Others in Rocket action were Wayne Woodhams, 204-544; and Skip Sharapata, 203.

In the first week of bowling in the Structural Test league, Bill Hauser rolled 248. Charles Brandstadter just missed breaking the 600 series mark with a 212-592. Rudy Fero of What Nots helped teammates with a tally of 225-530.

Jerry D'Andrea woke up the Nite Owls with a three game series of 670. Breaking all previous league records, Jerry also punished the pins for high game 258. Other highlights in the Nite Owl league: Brad Clark, 653; H. Teresko, 214; B. Clark, 212; E. Fink, 202.

Bob Clark of the Gray league may not have erased Caesar Lopalo's high game of 247 . . . but he did set a new league high series record. Bob knocked down the pins for a 235-619 series. Fellow keglers Steve DeMay, 221-581; and George Young, 223-214-582, were the other big scorers.

In the Grumman Black league plenty of wood was chopped last week: Ted Dija, 203-560; Vin McAvoy, 201; Will Buck, 208; George Reuther, 209; Joe Russo, 203; Joe Gallo, 205-524; Bob Tiedemann, 226.

In the newly formed Grumman Goose league, Gene Bagnall had 204-585; Ray Russo, 221; Jim Vyse, 207; John Osarczuk, 214; Joe Wickel, 204; and Jim Childress, 200.

Those cracking the 200 milestone in the Aerospace alleys were: Ken Kosarmick, 224; Tom O'Connor, 213-207-568; Charlie Campere, 205; Bill McKinnon, 202; Dan Aquilino, 200; Joe Colomon, 201. Highlights of Great River action were B. Snekenberg, 592; J. Ulmer, 591; B. Dudonis, 244-576.

In the Masters league, Bob Herz has been at the top of the charts the two recent weeks, 223-221-833, and 234-795, in the four-game series.

Discount tix

The Grumman Athletic Association has recently acquired N. Y. Islanders' tickets for the '74-'75 National Hockey League season. For the price of $4, Grummanites and their families will be able to see the Potvin brothers, Bobby Nystrom, and the rest of the "up-and-coming" Islanders team in action at the Nassau Coliseum.

The $6 tickets for $4 are being offered for the following games: Tuesday, November 19, Pittsburgh Penguins; Tuesday, January 7, Toronto Maple Leafs; Tuesday, March 18, Vancouver Canucks.

Tickets are now on sale for the Islanders-Penguins contest at the GAA office in Plant 30. For more information call GAA on Ext. 2133 or 2269.

Nets tix

If hockey is not your favorite spectator sport, how about basketball? Discount tickets for the N. Y. Nets are now available for the Sunday, November 24 contest against Denver. The $7 tickets for $2 are on sale at the GAA office in Plant 30.

Hole-in-one

On October 24, using a six-iron at the 12th tee of Bethpage Red course, George Bilzi drove his golf ball 175 yards into the cup. Fellow Grummanites who watched in disbelief were Bob Freese, Tom Brunner, and Sam Piazzola.

Pl. 1 A's sweep 'world' series

The Plant 1 A's and the Oakland A's have more in common than their monickers. Both have won the top honors in their leagues: Oakland in the American (they also went on to win the World Series); and Plant 1 in the Plant 1 lunchtime softball league.

For three years in a row, the Oakland A's have been World Series champs, and though it's not their third straight title, the Plant 1 A's will go down in the GAA books as being the only lunchtime champs in Plant 1 to win three-in-a-row in the best-of-five final series. (Could that *really* be true?)

And the similarities continue. World Series Most Valuable Player award went to A's relief pitcher Rollie Fingers . . . at Grumman, most valuable player honors were bestowed by his team upon the A's pitcher Tom Schaller. During the three-game series, Schaller held the Hawkeye opposition to no extra base hits. And in the final contest, Schaller covered home plate, tagged out the potential winning run, thus forcing the game into extra innings. Needless to say, the A's went on to clinch the title in the eighth inning and gain bragging rights at Plant 1.

During the Plant 1 World Series, rightfielder Frank Abbondondolo, first baseman Ron Knight, and second baseman Jim Coschignao, each knocked one over the fence. Shortshop George Spacht performed that feat twice in the series in addition to slamming two doubles. At the plate for the victors, Knight went eight-for-12; Coschignao seven-for-11.

Pt. Mugu crew takes all

At the 5th annual Pt. Mugu picnic, the Production department proved a greedy lot by grabbing numerous titles in the sports competition.

The Production crew spiked its way to victory in the departmental volleyball tournament. The victorious captain, Leroy Kullman, received plenty of support from Joe Myer, Ralph Rossbach, Harvey Adams, Joe Miglionico, Artie Leseberg, Al Macias, Bob McClain, Bruce Alderson, and Willie Hansen.

In the horseshoe pits, the guys from Production also showed off their athletic prowess. Mike Garvey and John Sims captured number one residency in the doubles contest, while fellow Productioneers Jerry Whitsett and Joe Miglionico finished in second place.

The Pt. Mugu women also had their chance on the volleyball courts. Winners of the picnic tournament were: Lydia Houghton, Barbara Swanson, Roseann Whitsel, Melodie Bishop, Maryann Marx, Veran Vogel, Michelle Cotts, and Kathy Hughes.

Other sports happenings making news at the Grumman Pt. Mugu facility: on the bowling alleys, Betty Tvrdik rolled 245 scratch; Phil Tartas was right behind with 244.

Lunch fare: bocce, 'shoes

Bocce under the lights . . . that's how the Plant 6 Nite Owl bocce players conducted their three-month season. Nine two-man teams were entered in the 9 p.m. lunchtime competition (which just happened to get underway after sunset).

First in regular season play, Carl Cooke and George Koelsch kept that winning edge in the end-of-the-season tournament. In the best-of-five finale, the duo beat Vic Echause and William Kipp, 11-6, 10-13, 6-0 and 11-6. Two bocce teams also reached the bocce playoffs, but "botched" it up losing to the runners-up. They were Pat Mullally-Jerry Husty and Ernie Pennino-Anthony Da Costa.

Jim Nardi and Leroy Tinsley have made a name for themselves on Ludy St., Hicksville. They teamed up to win the first annual Plant 11-16 horseshoe doubles tournament.

The Plant 16 dynamic duo defeated Robert Safar-James Hartmann of Plant 11, 21-5, 25-20, and Bob Tiedeman-Jacob Amann of Plant 16, 21-3, 23-12. And in the best-of-five finals, Nardi and Tinsley came through with a dynamite finish, 21-12, 19-21, 18-23, 21-18, 21-15, against Jim King-Felix Latinski of Plant 16.

Muntz on right track; wins annual GAA hobby show

The Annual GAA Hobby Show drew more than 200 entries this year, a new high in the show's history. And another first this year — in addition to the traditional best-in-show prize — was a special best-in-show for retirees.

After touring the Plant 28 auditorium, it is apparent that Grummanites are a very versatile and talented group. Entries included matchbox collections, crocheted p o n c h o s, flying model planes, and ceramic pottery.

Winner of the best-in-show award, Ray Muntz is no newcomer to the annual Hobby Show . . . he's been an active participant — and winner — since he joined Grumman seven years ago. His award winning entry was a prototype railroad station model of one built by the N.Y.-New Haven and Hartford Railroad in 1890.

Ray's interest in building railroad models goes back to his childhood. All his modeling takes place from scratch . . . no plastic sets for him . . . "there's just no creativity."

His railroad station was formed from plaster. The sides and floor were cast in wood forms and then carved and painted to simulate brick. "Being able to incorporate as many details as you wish," says the railroad modeler, "is the fun of building your own railroad models." Some of the details Ray added to this winning model were roll-top desk, tool bins, wall clock, pot-bellied stove, electrical panel, overhead lights, and operating doors in the engine room.

At present the only railroad layout Ray has at home is built into a 2x4 foot coffee table, but someday this railroad station will become part of his future layout. In the meantime, Ray s p e n d s Wednesday evenings with Grumman Model Railroad Club members building a huge layout. For his model of the railroad station, Ray received a silver tray and a $100 U. S. Savings Bond.

Henry Campbell will go down in the GAA Hobby Show record books as being the first to win the best-in-show honor for retirees. But Henry is no novice to the Hobby Show . . . nor to the field of ceramics, for that matter. Before retiring 19 months ago, Henry collected a few trophies for his ceramic accomplishments . . . and he served as a judge on many occasions for the GAA Hobby Show.

Ceramics have taken up much of Henry's free time lately. "And there's plenty of it," he says, "but the more activities I undertake the less and less free time I really do have for myself."

An avid hobbysist in ceramics for over 14 years, Henry molded, kiln baked and antique stained his "Fisherboy" ceramic. There were five separate ceramic pieces in the winning ceramic exhibit: straw hat, fish, boy, dog, and base.

Though Campbell plans on keeping his prize winning piece in his own home, some of his work is sold and others are given as gifts.

At noon on Friday, November 1, the Plant 28 auditorium was filled with winners in categories which numbered close to 50. Grumman Aerospace President George Skurla was on hand to congratulate the winners and distribute the prizes.

Winners of the 1974 Hobby Show are:

CERAMICS - (1) Mary Lou Wakulinski; (2) Henry Campbell; (3) Richard Ramputi.

COLLECTIONS - Coin: (1 Richard Van Valkenburg; (2) Kenneth Hale.

COLLECTIONS - Stamp: (1) John Pastoral; (2) Will Pettit; (3 Ken Hale.

COLLECTIONS - Miscellaneous: (1) Peter Cassese; (2) Ed Remski; (3) Hugh Ryan.

CROCHETING - (1 Joan Peterson; (2) Evelyn Kelly; (3 Adele De Meis.

EMBROIDERY - (1) Stephanie Russell; (2) Kathy Flanagan; (3) Agnes Kuhl.

GENERAL - (1 Sam Fletcher; (2) Mary Ann Wakulinski; (3) Elizabeth Fallon.

KNITTING - (1) Virginia Petruchnik; (2) Judith Yoos; (3) Patricia Ogilvie.

LEATHER WORK - (1) Joe Thomson; (2) Edward Schledorn.

METAL WORK - (1) Vincent Siano; (2) Joseph Schnipper; (3) Albert Dierberger.

MODEL PLANES - Flying - Scale: (1) Walter Kranz; (2) Arthur Faraci; (3) Joseph Kaltenback.

MODEL PLANES - Flying - Non-Scale - Original: (1) Paul Kovach; (2) Donald Peters; (3) Vincent Pennell.

MODEL PLANES - Non-Flying - Scale: (1) Jim Carmelitano; (2) Joseph Belding; (3) William Barto.

MODEL PLANES - Non-Flying - Non-Scale - Original: (1) Allen Brown; (2) Jim Carmelitano; (3) Walter Pytlowany.

MODEL RAILROADS - (1) Ray Muntz; (2) Clifford Franklin; (3) Ron Ondrovic.

NEEDLEWORK - Nancy Karniewicz; (2) Ethel Lo Dolce; (3) Charlotte Gold.

SEWING - (1) Agnes Kuhl; (2) Carol Lanier; (3) Lilian Baldissard.

SHIP MODELS - Kits: (1) Fred Wilms; (2) Marvin Brown; (3) Emil Urciuoli.

SHIP MODELS - Original Oesign: (1) DeWitt Blossom; (2) John Lanphear; (3) Dan Melore.

SHIP MODELS - Scale - (1) Fred Wilms; (2) Paul 'Hookey; (3) Art McCrum.

WOOD CARVING - (1) Walter Smith; (2) Anthony Zolek; (3) Richard Allen.

WOODWORK - (1) Carl Segerlind; (2) Charles A. Dowd; (3) Robert Rose.

Wanted: booters!

Soccer players! . . . the Grumman varsity and reserve soccer teams need your body. Plagued with injuries the two Grumman booter squads need able-bodied males. If you're interested in this international game of "football," why not stop at the Plant 3 soccer field any Thursday night from 4 p.m. until dusk. The two teams play their L. I. Soccer League games on Sunday afternoons until the season ends in December. Home games are played right here at the Grumman Plant 3 soccer field. So, come on down!

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